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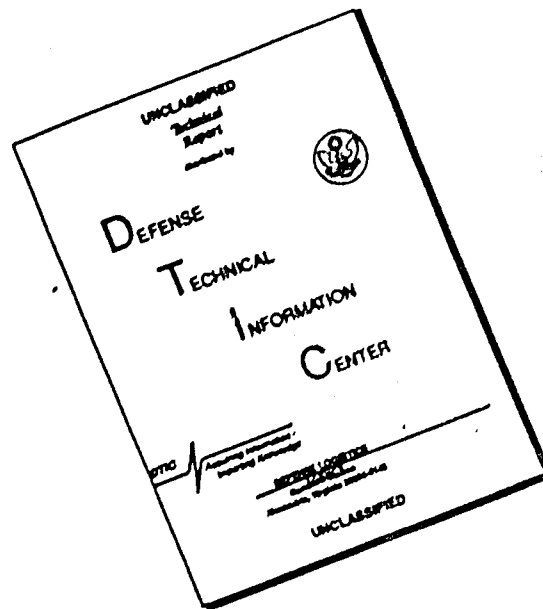
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DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGAM-P (M) (23 Dec 68) FOR OT UT 683279

30 December 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 58th  
Aviation Battalion (FFM), Period Ending 31 July 1968

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure that the Army realizes current benefits from lessons learned during recent operations.

3. To insure that the information provided through the Lessons Learned Program is readily available on a continuous basis, a cumulative Lessons Learned Index containing alphabetical listings of items appearing in the reports is compiled and distributed periodically. Recipients of the attached report are encouraged to recommend items from it for inclusion in the Index by completing and returning the self-addressed form provided at the end of this report.

BY ORDER OF THE SECRETARY OF THE ARMY:

*Kenneth G. Wickham*

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

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DEPARTMENT OF THE ARMY  
HEADQUARTERS 58th AVIATION BATTALION (FFM)  
APO San Francisco 96384

AVBA-FF-C

14 August 1968

SUBJECT: Operational Report of Headquarters 58th Aviation Battalion (Flt  
Fac)(Mob) for Period Ending 31 July 1968, RCS CSFOR-65 UIC WGGLTO

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1. Section 1. Operations: Significant Activities

A. Command:

(1) Colonel Charles C. Walts, Artillery, assumed command of the battalion on 1 June 1968. Current staff members are indicated in Inclosure 1. The battalion organization is at Inclosure 2.

(2) The 58th Aviation Battalion staff conducted a conference for the 19 ASD "A" team commanders and the An Khe AAF commander on 7 June 1968 in the USARV Headquarters Conference Room. The conference was conducted for the purpose of presenting the mission of the battalion, command relationships, and the operations and functions of the Aviation Support Detachments. This was the first major briefing on the functions of the 58th Aviation Battalion and went into much detail, spelling out the duties of the battalion as a whole, to include each staff section. In addition the responsibilities, functions, services, attachment orders, and rating system for the ASD commander were discussed. A second conference is planned for 17 August 1968 for the 16 ASD "B" teams.

(3) The Lear Siegler Industries Service Corporation (LSI) was under government contract to operate airfield control towers, ground control approach units and radar approach control and surveillance units at the following locations:

Vung Tau	Pleiku (Holloway)
Soc Trang	Long Thanh (N)
Can Tho	Saigon (H-3)
Qui Nhon	

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Inclosure 1

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To determine the readiness of the Aviation Support Detachments to assume full responsibility for air traffic control operations at the LSI sites, a complete status survey of these sites was conducted on 4 July 1968. The survey results indicated that sufficient experienced 93B personnel were on hand at the various LSI sites to enable assumption of air traffic control responsibilities as of 2400 hours, 15 July 1968. The ASD commanders, nor facility site chiefs, indicated any problems in assuming the responsibility and had voiced the opinion that the enlisted controllers would progress more rapidly in a purely military environment.

As directed by letter from USARV Headquarters, Subject: Assumption of Air Traffic Control Responsibility, dated 10 July 1968, the 58th Aviation Battalion prepared to assume full air traffic control responsibility of the following sites:

Can Tho	Qui Nhon
Pleiku (Holloway)	Saigon (H-3)
Long Thanh (N)	Soc Trang
	Vung Tau

With the expiration of the LSI contract at 2400 hours on 15 July 1968, the change over from contract personnel to purely military controllers was accomplished. The LSI personnel would maintain approach control responsibility for Soc Trang, Vung Tau, and An Khe Aerodrome contingent upon the final approval by DCA of the Letters of Agreement for the facilities at Soc Trang and Vung Tau.

(4) With the continued growth of Army aviation and aviation of other US Armed Forces, it was apparent that more efficient and standardized equipment was required at many airfields/heliports for air traffic control. Plans were made for the acquisition of the AN/FSQ-75 fixed tower package. This package consists of the tower and cab, a three position FAA type console, three shelters containing tape deck equipment, radio maintenance, and other necessary monitoring and service equipment.

Another item of equipment programmed for use at airfields/heliports is the AW-3 portable cab. This is similar to the AN/FSQ-75, however it has only a two position FAA type console and does not have the three shelters. Locations and status of these two types of air traffic control equipment are in Inclosure 3.

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(5) The 58th Aviation Battalion was notified on 11 July via message from the 1st Aviation Brigade, of the impending arrival of the 16 Aviation Support Detachments (ASD's) "B" Teams. The battalion had initiated sponsorship assistance visits to the planned locations of the incoming ASD's confirming preparatory actions in accordance with USARV Reg 220-10. These visits were conducted during the period 9 - 12 July. Sponsoring officers were personally contacted by the 58th Aviation Battalion staff representatives to insure that sponsors were aware of their responsibilities and prepared to receive the ASD's.

(6) The 16 incoming ASD's arrived in three segments, which were:

(a) Cam Ranh Bay; 0410 hours, 26 July: 318th, 320th, 321st, 326th and 327th.

(b) Bien Hoa; 0710 hours, 28 July: 312th, 313th, 314th, 315th and 316th.

(c) Bien Hoa; 2130 hours, 29 July: 317th, 319th, 322nd, 323rd, 324th and 325th.

(7) The personnel of the ASD's arrived by air on the dates indicated above. Their closure dates at their final destination are shown in Inclosure 4. The equipment for these ASD's was sealifted on three different vessels:

(a) Anniston Vic - docking at Cam Ranh Bay on 29 July 1968.

(b) Steel Apprentice - programmed docking at Qui Nhon on 3 August 1968.

(c) Overseas Evelyn - scheduled for arrival at Saigon on or about 10 August 1968.

NOTE: Problems encountered with these moves will be covered during the next reporting period.

(8) On 15 July 1968, Major Charles W. Sharp, SC, 076617, assumed command of the 125th Air Traffic Company.

(9) Mr. William Harper, GS-13, was assigned as Flight Facilities Representative (FFR) to the 58th Aviation Battalion on 22 July 1968. He is under the supervision of USAASO FFR at Headquarters, USARV. His principal function is to extend the services of the Aviation Section, Headquarters, USARV. His assignment to the battalion and his vast experience in the air traffic control field are considered to be a great asset towards accomplishment of the battalion mission.

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B. S-1 (Personnel)

(1) There was a continuing fluctuation of authorized strengths and assigned strengths during the period 1 May 1968 and 31 July 1968. New units assigned and dates assigned are in Inclosure 5. Present authorized and assigned personnel strengths are:

As of 31 July 1968

AUTH: OFF -	70	ASGD: OFF -	74
WO -	16	WO -	9
EM -	1317	EM -	1227

(2) PERSONNEL PROCESSING: The ASD's assigned on 1 and 12 May and the An Khe Army Airfield Command were in country transfers and the personnel records were processed and picked up from the respective sites by a mobile personnel team dispatched from the 58th Aviation Battalion Personnel Office. The remaining ASD's were deployed from CONUS and were processed by 58th Aviation Battalion personnel team at the respective ports of debarkation.

(3) MORALE: The morale of the battalion as a whole has been outstanding.

(a) Discipline: 2 Special Court Martials and 1 Article 15.

(b) Reenlistments and Extensions: 27 reenlistments and 49 extensions.

(c) Mail: In some outlying ASD's mail had been a problem primarily due to lack of transportation and failure to establish accounts with the respective APO's. The major problem areas have been solved.

(d) Numerous awards and decorations were presented to battalion personnel. Those awarded and those pending are shown in Inclosure 6.

(5) DISTRIBUTION: With 39 separate reporting units covering the entire country of South Vietnam the in country mail and distribution system has created large problems in personnel actions causing from 30 to 45 days delay.

C. S-2 (Intelligence)

(1) Secret security clearances were requested by the 125th ATC Company Commander for all of his MOS 93B personnel. Of the 145 men in this category, 30 did not have any type of National Agency Check. The necessary forms are being prepared by the 125th ATC Company, to expedite clearances as required.



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(2) The 125th ATC Company has also requested crypto clearances for approximately 45 individuals. This will involve personal contact between the individuals and the Battalion S-2, requiring visits to the various sites, and/or personnel being brought in to the battalion.

(3) Validating clearances: S-2 has processed records of 75% of the personnel assigned to the battalion. There were two major problems in this area:

(a) The local files checks sent to the units are often returned late, due to time involved in distribution.

(b) For two months the S-2 was required to have security clearance validations signed by the 1st Aviation Brigade S-2 Officer. This problem has been relieved in that the battalion now has its own clearance officer which aids in expediting the validations.

#### D. S-3 (Operations)

(1) On 17 June 1968, the 58th Aviation Battalion received notification to commit a Tactical Air Traffic Control team, from the 125th ATC Company. The team was to operate the airfield at Bao Loc in the Central Highlands. The 125th ATC Company was notified and the team deployed. Some problem areas arose in this move, however, with the publishing of the revision of USARV Reg 95-7, these problems should be resolved. The difficulties that were encountered ranged from the lack of preparation of approach plates, assigned frequencies, and designation of the liaison from the supported unit, to the lack of provisions for billeting.

(2) Service Evaluations of the various airfields and their facilities continue to be scheduled, but can not be conducted on any regular basis, due to aircraft non-availability. In spite of the fact that these evaluations would be scheduled and often have to be cancelled, since there was no aircraft, much was done in this field. The following locations were evaluated on the dates shown:

Binh Thuy	- 24 May	An Khe	- 21 June
Dak To	- 29 May	Bao Loc	- 22 June
Pleiku (Holloway)	- 13 June	Phan Thiet	- 24 June
Dak To	- 14 June (Recheck)	Duc Pho	- 27 June
Kontum	- 18 June	Qui Nhon	- 1 July
Qu Chi	- 19 June	An Khe	- 1 July
Tay Ninh	- 19 June	Vinh Long	- 8 July
Dong Tam	- 19 June	Soc Trang	- 8 July
Vung Tau	- 21 June	Phan Thiet	- 13 July
Qui Nhon	- 21 June	Phu Hiep	- 22 July

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(3) Battalion movement plans have been drafted and the overall plan for movement of the battalion is approximately 47% complete. Individual plans from each of the 38 subordinate units are required and since 16 of these units have only recently arrived in country, there is a delay in total completion of this project.

(4) The Air Traffic Regulation Center (ATRC) is the primary operational element for providing single-system managership by the Air Force Component Commander of all airspace over the land combat area. Maximum coordination with RVN Air Traffic Control Authority is effected. Flight following and/or flight direction of all aircraft and air vehicles is accomplished to insure reasonable segregation of essential missions and to avoid conflict with or divert nonparticipating aircraft. The need for flexible airspace control demands equally flexible airspace organization. Through a series of joint sessions on Air Traffic Regulation, it was decided to co-locate six of the Army's flight following facilities with US Air Force ATRC personnel. The functions of the Army system will not change after co-location. This co-location project was designated as project "Commando Indian". The six sites chosen for co-location of Army/Air Force facilities and their status are as follows:

(a) Danang:

(1) The USAF project team has revised the operational date from 15 June 1968 to 31 July 1968. This delay is primarily due to construction. USAF site personnel are still predicting 1 September 1968 or later as an operational date.

(2) The building site for the billets is contemplated at the base of Monkey Mountain. A firm date has not been established by the USAF as to when construction will be initiated, pending signing of contract with appropriate agency.

(3) The high frequency radio's cannot be operated at the Monkey Mountain site. A coordinated effort to remote all HF radios from the site to the base of the mountain is being made by USAF project team.

(b) Pleiku:

(1) USAF operational date has been revised from 1 June 1968 to 15 July 1968. This is pending the arrival and installation of air conditioners in the new operation building, the tentative operational date for US Army is 30 July 1968 pending USAF contemplated operation.

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(2) USAF Billeting Officer assured us that billets will be available by 30 July 1968.

(3) All details of the co-location to include antennas, power, office space and messing facilities is being handled successfully.

(4) Matching the USAF UHF & VHF radios to our key panels has been solved.

(c) Hon Tre Island: The operations building at Hon Tre Island is still in the hands of the contractor who is finishing the outside work. OIC of Port Call estimates its completion date to be 7 August 1968. He further estimates that the actual move into the building will commence on 21 August 1968.

(d) Ban Me Thuot: The operations building at Ban Me Thuot is still in the hands of the contractor who is finishing the outside work. OIC of Pyramid estimates its completion date to be 1 August 1968. TSC-61 Van is in position to be remoted as soon as the inside work commences.

(e) Saigon: Building construction with Paris control is presently one half completed. The estimated completion date is 31 August 1968.

(f) Binh Thuy: Co-location at Binh Thuy was completed on 9 July 1968. The site became operational at 1800 hours that date.

(5) A request from the 16th CAG was received expressing the desire for technical assistance with regards to ATC activities at Chu Lai Airfield. The specific problem areas were as follows:

(a) Is Chu Lai Airfield one control zone or does it in fact consist of Chu Lai East and Chu Lai West?

(b) What are the actual Army ATC responsibilities to the III MAF in support of Army operations at Chu Lai?

(c) The intended duties of the 348th ASD within the 16th CAG.

Several surveys were conducted and memorandums of understanding prepared in an effort to resolve the above problem areas. It was established that the Chu Lai Airfield is in fact a single complex controlled by III MAF, on

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which the 16th CAG has tenant units. The Army (16th CAG) is required to provide a total of six air traffic controllers (93B) to support the airfield operations. A further study revealed that there was no requirement for the 348th ASD within the 16th CAG area of operations. A recommendation for the withdrawal and subsequent reassignment of the 348th ASD was submitted and approved by CG, 1st Aviation Brigade and CG, USARV. The 348th ASD is programmed for movement in the near future.

(6) A survey of the ATC requirements at Ban Me Thuot (City) indicated a requirement for a control tower and radio beacon. This survey was conducted upon receipt of a letter from the 17th CAG requesting an Aviation Support Detachment for Ban Me Thuot (City). The survey revealed that in addition to the 54 aircraft based at the field, the airfield was used regularly by VNAF, Air America, PA&E and some occasional civilian traffic. There was no positive air traffic control at the airfield and plans had been made and approved to increase the facilities at Ban Me Thuot, which in turn would increase the traffic count. Based on these and numerous other findings, the 58th Aviation Battalion submitted a request to the 1st Aviation Brigade for the establishment of an ASD at Ban Me Thuot (City). The request recommended:

- (a) That an ASD be assigned to Ban Me Thuot City Airfield.
- (b) That the authorized grade of Lieutenant Colonel be the minimum acceptable grade in view of the requirement to coordinate with USAF and VNAF.
- (c) That the 348th ASD, which was currently located at Chu Lai (E) and under consideration for re-deployment be relocated at Ban Me Thuot (City).

The 1st Aviation Brigade has approved the establishment of an ASD at Ban Me Thuot and also the recommendation that the 348th ASD be so utilized. The movement completion will be contingent upon the letter of agreement between the US Army and concerned Vietnamese agencies and officials. The 348th will be attached to the 17th CAG. Initial coordination with the 17th CAG has been effected by the 58th Aviation Battalion.

(7) During this reporting period it has been necessary to conduct extensive command/staff visits to all ASD sites. The Battalion Commander has personally made an overt effort to insure necessary assistance is rendered the newly organized ASD's from all aspects. These visits have proven invaluable in the acquisition of information and the establishment of initial command/ liaison relationships with supporting units. All existing Aviation Support

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Detachments have received a minimum of two assistance visits and at least 50% have had the benefit of technical assistance inspections.

E. S-3 (Training)

(1) An extensive driver's training program has recently been established for all 125th ATC Company personnel. The program includes a test of International road signs, a USARV test, a company test and complete road test on the 1/4, 3/4, and 2-1/2 ton vehicles.

(2) Training classes were held for the entire 125th ATC Company Headquarters on the M-60 machinegun and included instruction and practical work on assembly, disassembly, care and cleaning, and operation of that weapon.

F. S-4 (Logistics)

(1) Equipment and supplies continue to be short in the battalion. A zero balance is reflected on many TO&E items.

(2) The aircraft authorized, required, and on hand for the 58th Aviation Battalion Headquarters are as listed below:

<u>TYPE AIRCRAFT</u>	<u>AUTHORIZED</u>	<u>REQUIRED</u>	<u>O/H</u>
Airplane, Utility U-1A	1	1	0
Airplane, Utility U-6A	1	1	0
Airplane, Utility U-21A	2	2	0
Helicopter, Utility UH-1D	1	1	0

(3) The radio teletype at Qui Nhon has been unserviceable for nearly one year. Available personnel have been unable to locate the problem and assistance is required and requested.

(4) Direct, sole-user communication lines are sorely needed at most of the battalion sites IAW USARV Regulation 95-7. These circuits are even more critically needed now to decrease transmissions over HF radios which are being used in lieu of teletype.

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G. Flight Check

(1) Service Evaluations conducted by this section during this reporting period are listed under the S-3 operations.

(2) The Service Evaluation has proven to be an invaluable tool in maintaining the desired high standards of Air Traffic Control. However, this section must have aircraft of proper category and type (U-21) readily available if an efficient and regularly scheduled program of any true value is to be conducted.

H. Safety

(1) In answer to a request by LTC Foster, Commander, 359th ASD, stationed at Phuoc Vinh, for an Army Airfield Survey, an assistance team from the 58th Aviation Battalion was dispatched and the following actions were taken:

(a) A request for resurfacing of the runway, taxiway, and ramp was handcarried to II Field Force on 11 June 1968.

(b) A request for permanent lighting for the runway and taxiway was submitted on or about 1 April 1968, to USARV. USARV was unable to fill this request and suggested two temporary lighting sets be requested on a one priority. This has been accomplished.

(c) MAJ Wheaton, Phuoc Vinh Base Project Officer for the 3rd Brigade, 101st Airborne, stated he would have the 1391's for continuation of base operations, billets, and new tower to II Field Force as soon as possible.

(d) A call was made to the PA&E office reference construction of the tower. They stated it would be started in a week or two. Projected date of completion was 17 June 1968. It had not been completed as of the end of this reporting period.

(e) Asbestos suits for the crash/rescue crew members were put on requisition. Two additional crew members were obtained from the 162nd Assault Helicopter Company and a crash/rescue fire truck was put on a priority one requisition and hand carried to Saigon.

(f) Additional construction requested by LTC Foster included: a parking area for the C-130 and the construction of a Chinook pad and additional ramp area on the northwest corner of the field.

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(2) On approximately 9 June, this section was directed to look into the idea of tower controllers requesting pilots to announce "hover check complete". Brigade and Flight Check Section agreed with the idea and it was incorporated in tower operations.

(3) In addition to the above, pilots of gunships are now requested to report "Guns Cold" prior to landing.

(4) On 13 June, as authorized under AR 95-26 and with the approval of the USARV Safety Officer, it was determined that PRC-25 radios were authorized for crash/rescue trucks to allow two way communications between the crew and tower.

#### I. Communications

(1) Construction and installation of two 65 ft antenna systems was completed on 3 June 1968. These antennae's greatly enhanced the communications capability of the battalion signal section.

(2) On 30 June 1968 the Battalion SOI's and SSI's were completed and initial distribution made. Classification is confidential.

(3) The battalion in-country high frequency single side band net was opened on 4 July 1968 and on 5 July 1968 the UHF and FM nets were activated.

(4) On 13 August 1968 two ITT Gilfillan field engineers were assigned to work with the battalion signal section. These two personnel have aided tremendously in providing the technical assistance required. We are still hampered, however, due to the lack of aircraft not being readily available for immediate response when problems arise at the various sites. In instances the Navaid Outage time could be reduced by two-thirds.

#### J. Headquarters Commandant

(1) Headquarters and Headquarters Company has reviewed their defensive plan and actions to be taken in the event of an alert. There was a lot to be desired in areas such as actions by personnel, where each person would go specifically, distribution of weapons and ammunition, and just how the 58th Aviation Battalion Headquarters and Headquarters Company tied in

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with adjacent units in the overall plan. A meeting has been proposed consisting of the Headquarters Commandant, 58th Aviation Battalion S-3, and the 62nd Engineer Battalion S-3, who has the responsibility for the subsector of Long Binh, housing the 58th Aviation Battalion Headquarters and Headquarters Company.

(2) SFC Edward C. Kelly is departing as First Sergeant and is being replaced by SFC Ronald K. Parol, who recently arrived in Vietnam from Fort Rucker, Alabama.

2. Section 2. Lessons Learned: Commanders Observations, Evaluations, and Recommendations.

a. S-1 (Personnel)

(1) Assignment of MOS 93B (Air Traffic Controllers)

(a) OBSERVATION. It has proven to be an insurmountable task to properly assign and realign within the command MOS 93B based upon a screen of Field Personnel Records.

(b) EVALUATION. The 58th Aviation Battalion has 599 authorized MOS 93B (Air Traffic Controllers). This battalion is the first air traffic control battalion in the United States Army. The battalion has positions for MOS 93B varying from flight following stations, flight following centers, VFR Air Traffic Controllers at airfields with under 5,000 monthly traffic count, VFR Air Traffic Controllers at VFR airfields with over 30,000 monthly traffic count, IFR Air Traffic Controllers at high intensity IFR airfields with approach control, GCA radar, and jet traffic. It has been paramount from a personnel management standpoint to assign the properly trained man to meet the needs of the specific site or airfield. The Field 201 File nor the MOS contain adequate information on which to base proper assignment. Without properly trained personnel in the proper position at the approximately 40 airfields and 20 flight following stations/centers throughout the combat zone, the overall mission of the battalion suffers. The personnel section has made up a questionnaire to aid in this process. A questionnaire is only as valid as the questioner desires to make it.

(c) RECOMMENDATION. That Department of the Army assign additional skill identifiers to MOS 93B to reflect: FAA Junior or Senior certification controllers ticket, FOC only, GCA certified controller, over 1,000



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GCA run experience level, and appropriate VFR controller experience factors or possibly revert to the US Air Force system of separate MOS for Flight Followers, IFR controllers, GCA operators, and VFR controllers with additional skill as to experience or qualifications.

(2) Mass unit deployment of same MOS (93B) to RVN on same dates.

(a) OBSERVATION. In April, and July, (24) Aviation Support Detachments were deployed to RVN from CONUS.

(b) EVALUATION. Based upon preliminary investigation it is felt that there are not enough resources within USARV to absorb for DEROS the peak months March, April and July of 1969 of this command. This will leave the commanders with approximately 55% loss of critical assets over 3 specific months. There might also arise a reciprocal problem due to the numbers involved of CONARC school output quotas to fill the large loss in these 3 specific months.

(c) RECOMMENDATION. That Department of the Army in the future when deploying to RVN a sparse critical MOS do so over at least a 6 month period. Further that CONARC study the volume requirement for 93B's in April, March, and July of 1969 and schedule their school output over a period of from February 1969 through August 1969 to help with existing DEROS problem. If the DEROS problem cannot be solved by infusion as anticipated, then an adjustment of DEROS should be granted in this MOS.

b. S-3 (Operations)

(1) Aircraft

(a) Observation. The 58th Aviation Battalion has not received any of its authorized aircraft.

(b) Evaluation. The 1st Aviation Brigade has assisted within its indoctrinated capabilities, in making aircraft available to the 58th Aviation Battalion. However, even with this assistance, the battalion is in dire need of its authorized aircraft. With the arrival of the last 16 Aviation Support Detachments, thirty-six airfields/heliports in RVN are now operated by units of the 58th Aviation Battalion. This is exclusive of the capability to control an additional seven fully instrumented installations should the authorized seven mobile combat teams be deployed. These airfields/heliports and their personnel require flight checks, service evaluations, command and technical assistance visits. In addition, immediate and

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sufficient response must be available for assistance in moving Tactical Air Traffic Control Teams, reduction of NAVAJD outage time, transport of contract technical maintenance representatives, and emergency generator repair parts, and signal replacement equipment.

(c) Recommendation. That the authorized aircraft for the 58th Aviation Battalion be issued. Priority by type for a fragmented issue should be U-21A, UH-1D, U-6A, and U-1A.

(2) Unit Attachment Orders

(a) Observation. ASD's have arrived in country and after two or more weeks, attachment orders were still not received by sponsoring units.

(b) Evaluation. The absence of these attachment orders has resulted in the ASD Commanders not being able to obtain necessary support. Specifically; delays in financial processing of personnel, establishment of logistical support channels, and acceptance of delegated responsibilities by designated sponsor units.

(c) Recommendation. That attachment orders be immediately published prior to a unit move and both the unit itself and the sponsoring unit be in receipt of copies.

c. S-3 (Training)

(1) ASD Commanders

(a) Observation. ASD Commanders are being selected and assigned to the 58th Aviation Battalion without the proper background in Air Traffic Control procedures.

(b) Evaluation. This practice has resulted in excessive delays in establishing proper administrative and operational procedures necessary for safe, effective, and expeditious flow of air traffic at newly established Aviation Support Detachment locations.

(c) Recommendation. That records of tentative ASD Commanders be screened for ATC background and that an orientation course in ATC procedures and operations be established, preferably in-country, for those individuals selected for this particular type of assignment. This course should be conducted by the 58th Aviation Battalion.

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d. S-2 (Intelligence)

None

e. S-4 (Logistics)

(1) Generators

(a) Observation. The posture of generators throughout Vietnam, especially in the air traffic control area of responsibility, is at best, inadequate.

(b) Evaluation. The authorized power source provided to operate the AN/TFN-18 is a high speed, 400 cycle, air cooled generator of 10 KW capacity. It requires 12.5 KW of power to operate the equipment. Many similar examples of varied and related equipment could be provided, however, the primary cause for concern in the generator field falls into the following areas:

(1) Obsolete generators being used, resulting in excessive down time involved in cross referencing for repair parts with different makes and models. There are no catalogs or spare parts available in the system to facilitate repair of obsolete generators presently required to be used based on operational necessity.

(2) No system established where generators can be turned in for repair on a direct exchange basis. There are no floats available at any echelon. This procedure has resulted in generators on hand being used in excess of life expectancy. Air traffic control facilities can not be operated on equipment required to operate at 100% capacity. Generators should be designed and assigned to support a unit of equipment that demands no more than 90% capacity at normal operations and only up to 65% during peak loading periods. Generator equipment operated at 100% capacity deteriorates rapidly in a combat environment. Pistons, connecting rods, and crank shaft connections begin to deteriorate after the first hour of operation. If in order to maintain 110 volts at 60 cycles it requires a generator to operate at 3600 RPM, the number of demand KW must be reduced as age becomes primary on the equipment; or increase RPM, or accept something less than 110 volts and 60 cycles. The latter is being experienced thus causing an increase in inoperative electric equipment based on improper power supply. A single type turbine generator capable of supplying all three types of electrical current required would reduce the required FLL and should result in a considerable saving both in cost and man hours required for maintenance.

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(c) Recommendation. That a single turbine type generator be developed for the air traffic control field which will produce 3 types of electrical current from a single shaft. The types of current needed are 400 cycles, 110/208 volts and 60 cycles 110 volts, and 28 volts direct current. The DC generator could be designed large enough to supply power to excite the 400 cycle and 60 cycle phase and have sufficient power remaining to operate radios.

(2) Equipment shipping priority

(a) Observation. Present requirements indicate that a site must be inoperative, ie, generators out, radio out -- in order to request and justify a Combat Essential (CE) priority for the shipment of materials and/or equipment.

(b) Evaluation. Equipment shipped under Priority I (Special) takes at least 3 days; Priority I (Routine) takes at least 5 days. When tasked by USARV, Brigade and Battalion to move ATC equipment, the above mentioned requirement is not often considered, since in most instances the equipment is needed immediately.

(c) Recommendation. That whenever an immediate need exists for equipment, that this unit must ship, the directing agency (USARV, Bde) also inform AOC of the urgency and arrange for the appropriate priority, thus eliminating the unnecessary delay this unit experiences in the justification of same.

f. S-3 (Organization)

None

g. S-1 (Information)

None

h. Signal (Communications)

(1) Observations. Newly assigned school trained avionics maintenance personnel, in general, lack the professional knowledge and experience needed to provide the required level of maintenance for those ASD's, equipped with either the PSQ-75 or the AN-3 package.

(2) Evaluation. The 58th Aviation Battalion has the responsibility of supervising the operation of thirteen PSQ-75's and seven AN-3 FAA control towers. The maintenance concept, for each of these FAA packages is to

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provide on site direct and general support maintenance. Complete shop maintenance facilities are provided along with on site stockage of DS repair parts. GS parts peculiar to the FAA equipment are maintained at a central location within the battalion. Initial personnel, MOS 35L, for these sites, were school trained at the FAA school, Oklahoma City, Oklahoma, prior to deployment to Vietnam. Personnel, tower equipment, test equipment and operator manuals were not programmed to arrive in country simultaneously. Personnel arrived in Vietnam five to nine months prior to the scheduled installation of the FAA styled control towers. Until such time as the installation of the FAA sites began, these personnel were placed in avionics units where they could maintain their proficiency. Upon assignment to this organization, the 35L FAA School trained personnel were interviewed by the Signal Officer. In practically all cases the interview revealed:

(a) A period of six to seven months had elapsed since avionics communications equipment repairmen had worked with FAA installed equipment.

(b) They lacked the experience to initially maintain the equipment at the DS and GS level without close supervision and assistance.

(c) A general loss of retention due to the long period between completion of the course and actual contact with the equipment.

(d) While awaiting assignment to this organization, 35L personnel were used in areas not related to their MOS and they were thus unable to maintain and increase their electronic proficiency skill.

(e) At airfields where the FSQ-75 has been installed over the past two to three months the following observations have been made:

(1) Highly motivated and knowledgeable FAA school trained personnel (MOS 35L) have been able to maintain the equipment in a satisfactory state with minimum supervision.

(2) Personnel lacking personal initiative, although knowledgeable on the equipment, are failing to maintain the equipment properly and problem areas are developing.

(3) Personnel lacking the knowledge and experience, whether motivated or not, are unable to isolate the trouble and/or take the necessary corrective action to repair the equipment. Cases have resulted where these individuals, through lack of experience, have caused additional problems.

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(f) In theory, the concept of on-site DS and GS maintenance gives the ASD Commander an immediate internal maintenance repair capability. In reality, the program, as established, is neither realistic nor practical. Newly trained MOS 35L avionics communications equipment repairmen with a total of twenty-one weeks of schooling are expected to display the professional competence commensurate with an electronics maintenance technician with many years experience. These personnel are further expected to operate in areas where no immediate supervisor, knowledgeable in the equipment, is available to provide immediate guidance and assistance.

(3) Action taken. Confronted with a lack of experienced personnel, the following action has been taken by the 58th Aviation Battalion:

(a) Personnel with communications MOS's are interviewed by the Battalion Signal Officer prior to initial assignment.

(b) A refresher course on general radio and navigational aids is provided within the battalion to those personnel scheduled to maintain equipment at locations where minimum technical supervision and assistance is available.

(c) Manning each location, where possible, with two avionics communications equipment repairmen. (Priority is given to those areas where deficiencies are most prevalent. Pairing of strong and weak personnel is also desirable.)

(d) Provide reaction team personnel at the battalion level to give immediate assistance to avionics communications personnel when necessary.

(e) Conduct frequent staff visits to all locations for the purpose of determining status and level of maintenance on equipment.

(f) Furnish assistance by FAA personnel to sites when necessary.

(g) Provide a back-up Direct Support capability to the ASD's from resources within the battalion.

(h) To successfully implement this concept into a workable program, it is essential that personnel with a sufficient experience level be employed at locations where direct supervision and assistance is not readily available.

#### i. Safety

##### Flight Safety

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(1) Observation. Staff Officers generally do not have aircraft available for regularly scheduled flights and therefore may not be as proficient as aviators in flying assignments.

(2) Evaluation. Although staff officers normally make every attempt to stay current and proficient, they often have to fly various types of aircraft either fixed or rotary wing. This of course is dependent upon aircraft availability and individual qualifications. In this situation, those officers often find themselves at the controls of aircraft that they have not recently (30 - 90 days) flown. Their confidence is shaken and their proficiency is below par, especially in regards to emergency procedures.

(3) Recommendation. All staff officers should fly with an aircraft commander or instructor pilot in the aircraft and should utilize the appropriate checklist as required by regulations.

j. Other

(1) Radar set AN/TPN-18 is being employed in Vietnam as both tactical and fixed installation equipment. Up to date maintenance manuals are not in country in quantity to allow each GCA unit a copy. Consequently, spare parts are being requisitioned in some cases for the AN/TPN- 8. Excessive down time for maintenance is being experienced due to the following factors:

(a) A clearly defined support maintenance capability has not been established or specific DSU assignments made.

(b) GCD's have approached direct support units only to discover that a PLL was not constituted nor were radar technicians available.

(c) Contract civilian technical representatives from the Gilfillian Corporation have lost interest in their primary technical assistance mission because they are experiencing excessive delays in reaching GCA equipment sites that are out of service.

(d) Attempts to correct c above resulted in two Gilfillian technical representatives being assigned duty with the 58th Aviation Battalion. The lack of assigned aircraft, however, hampers this approach to the technical assistance program.

Recommendation. A Direct Support/General Support unit be organized with the single specific mission of supporting all aspects of maintenance required for air traffic control equipment. This unit should be under the command control of the unit responsible for ATC activities.

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(2) The AN/TSQ-70A requires modification of the controller "Sun Deck". The present configuration on the "sun deck" should be enlarged so that both controllers can observe the traffic pattern, runways and taxiways.

Tactical Air Traffic Control Teams employed in support of a forward airstrip are equipped with an AN/TSQ-70A (control tower), AN/TSQ-71 (van for radar scope) and two AN/GRC-25 (beacons). With proper maintenance management this selection of equipment has proved very satisfactory for tactical operations except for limiting the tower to only one controller who can observe traffic. During tactical operations in Vietnam the traffic density is mixed fixed wing (C-130, C-123, C7A) interlaced with helicopters (UH-1D, UH-1C, CH-47).

Tactical strips are usually improved dirt strips without taxiways and limited parking and unloading areas. The inadequacies of facilities at a forward tactical airstrip usually results in two and sometimes three traffic patterns. Two helicopter patterns, one on either side of the straight-in fixed wing pattern. Traffic count during these tactical operations has exceeded 1200 operations per day. At times, weather conditions deteriorate, resulting in further work load for the one controller when he assumes the responsibility of approach controller in addition to continuous VFR helicopter operations.

Recommendation. The AN/TSQ-70A be so modified as to permit three controllers to observe aircraft traffic simultaneously. Modification should consider ease of transportability and the third controller would serve as a data position man.

(3) The AN/TSQ-71 shelter that houses the radar scope for the AN/TPN-18 and GCA radios is a satisfactory arrangement for tactical operations where only a highly trained operator is required for short durations. The AN/TSQ-17 and AN/TPN-18 are being employed seven out of eight times as fixed installation equipment in Vietnam. The Shelter (AN/TSQ-71) employed in this manner is unsatisfactory for the following reasons:

(a) Monthly controller training requires a facility rated controller to monitor all approaches. It is very cramped when two people occupy the shelter.

(b) No provisions exist to tape record approaches in order to safeguard the controller or involved aviator in case of equipment malfunction or controller error.



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Etc)(Mob) for Period Ending 31 July 1968, RCS CSFOR-65 UIC WGGLTO

(c) Preventive maintenance cannot be performed without discontinuing operations of the equipment. Radios can not be replaced while equipment is being operated because there is inadequate room in the shelter.

Recommendation. The TSQ-71 shelter should be so modified or replaced as to provide a shelter configuration with adequate space for required controllers and supervisors. In addition, all ATC equipment should be programmed to have a tape recording capability.

k. The recently recognized requirement for an air traffic control capability within the Army Tactical Aviation concept is still in its infancy. The major problems are that of education of commanders; the establishment of sufficiently high priorities on procurement of proper equipment, repair parts, and personnel trained to the degree of proficiency dictated by the complex equipment involved.

6 Incl  
as \*

*Charles C. Walts*  
CHARLES C. WALTS  
COL, AR  
Commanding

DISTRIBUTION:

- 1 - thru channels to ACS for DA
- 2 - thru CG USAF to ACS for DA
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- 2 - CG USAF
- 3 - CG 1st Avn Bde
- 1 - S-3 operational file
- 1 - S-3 operational history file

\*Incls 1, 4, 5, 6 w/d HQ, DA.

AVBA-C (14 Aug 68) 1st Ind

SUBJECT: Operational Report of Headquarters 58th Aviation Battalion (Flt Fac)  
(Mob) for Period Ending 31 July 1968, RCS CSFOR-65 UIC WGGLTO

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384

SEP 8 1968

THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC-DA,  
APO 96375  
Commander-in-Chief, United States Army Pacific, ATTN: GPOP-DT,  
APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington D.C. 20310

1. This headquarters has reviewed this report, considers it to be adequate, and concurs with the contents.

2. The following additional comments are considered pertinent:

a. Paragraph 1b(5), page 4. Experience with in-country mail service at this headquarters indicates that the delays experienced by the 58th Aviation Battalion are excessive. It is felt that since this Headquarters is serviced by the same APO as the 58th Aviation Battalion, the average transit time to outlying units of approximately 5 to 7 days experienced by this Headquarters would be representative of that experienced by the 58th Aviation Battalion. The establishment of APO accounts as indicated in paragraph 1b(3)(c), should reduce the delay experienced by the 58th Aviation Battalion.

b. Paragraph 1f(2), page 9. Concur with the authorization of aircraft as stated in the OPL, however, the aircraft were not recognized by the 1968 Closed Loop conference and therefore assets were not allocated to USAW to fill the vacancies. As aircraft have become available to USAW they have been issued to the 1st Aviation Brigade. A U-6A was issued to the 58th Aviation Battalion on 17 August 1968. One U-1A is being prepared for issue by the 34th General Support Group and will be issued to the 58th Aviation Battalion when ready for issue. One of the U-21's assigned to the 1st Aviation Brigade Flight Detachment is scheduled with priority of missions to the 58th Aviation Battalion. The 125th ATC Company, a subordinate unit of the 58th Aviation Battalion, has one UH-1D in excess to their authorization.

c. Paragraph 1f(3), page 9. The radio teletype at Qui Nhon has been repaired.

d. Paragraph 1f(4), page 9. On 5 September 1968 this headquarters directed the 58th Aviation Battalion to submit requests for sole-user communication lines IAW USAW Communications Electronics Instruction 82-4. USAW CSE has final approval authority.

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UTC WGGLTO

e. Paragraph 2a(1), page 12. Department of the Army has assigned additional skill identifiers to the 93B MOS series as recommended.

f. Paragraph 2a(2), page 13. This headquarters is currently preparing a letter to USARV stating this same recommendation.

FOR THE COMMANDER:



J. D. SEGAL  
1LT. AG

Assistant Adjutant General

AVHGC-DST (14 Aug 68) 2d Ind MAJ Klingman/hga/LBN 4433  
SUBJECT: Operational Report of Headquarters, 58th Aviation Battalion  
(Flt Fac)(Mob) for Period Ending 31 July 1968 RCS CSFOR-65  
UIC WGGLTO

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 28 OCT 1968

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,  
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1968 from Headquarters, 58th Aviation Battalion (FTM).

2. Comments follow:

a. Reference item concerning flight safety, page 18, paragraph 2i: Nonconcur. All aviators are required to use an appropriate checklist when flying.

b. Reference item concerning radar set AN/TPN-18, page 19, paragraph 2j(1): Nonconcur. Maintenance support for all ATC equipment, including technical assistance, is defined in USARV Circular 750-2, dated 20 January 1968. The unit will be so advised.

c. Reference item concerning AN/TSQ-70A, page 20, paragraph 2j(2): Concur. This recommendation was submitted to the USAASO Tactical Air Traffic Control Study on 2 August 1968.

d. Reference item concerning AN/TSQ-71 shelter, page 20, paragraph 2j(3): Concur. The requirement for a larger GCA shelter for fixed or semifixed station installations and the requirement for incorporating a tape recorder into the AN/TSQ-71 will be submitted by this headquarters as recommendations to the USAASO Tactical Air Traffic Control Study Group. Nonconcur with the requirement to increase the size of the AN/TSQ-71 shelter. This equipment was designed as a highly mobile, air transportable GCA shelter for tactical operations.

FOR THE COMMANDER:

  
A.R. GUENTHER  
CPI. AGC  
ASST. ADJUTANT GENERAL

Cy furn:  
HQ 1st Avn Bde  
HQ 58th Avn Bn

GPOP-DT (14 Aug 68) 3d Ind

SUBJECT: Operational Report of HQ, 58th Avn Bn (Flt Fac) (Mob) for  
Period Ending 31 July 1968, RCS CSFOR-65 .1)

HQ, US Army, Pacific, APO San Francisco 96558 7 DEC 1968

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

1. This headquarters has evaluated subject report and forwarding indorsements and concurs in the report as indorsed, with the additional comment below.
2. Reference paragraph 2b, 1st Indorsement: The 5th Aircraft Closed Loop Support Conference, convened in October 1968, has recognized this unit's aircraft authorization. Issues will be made as assets become available.

FOR THE COMMANDER IN CHIEF:



C. L. SHORTT  
CPT, AGC  
Asst AG

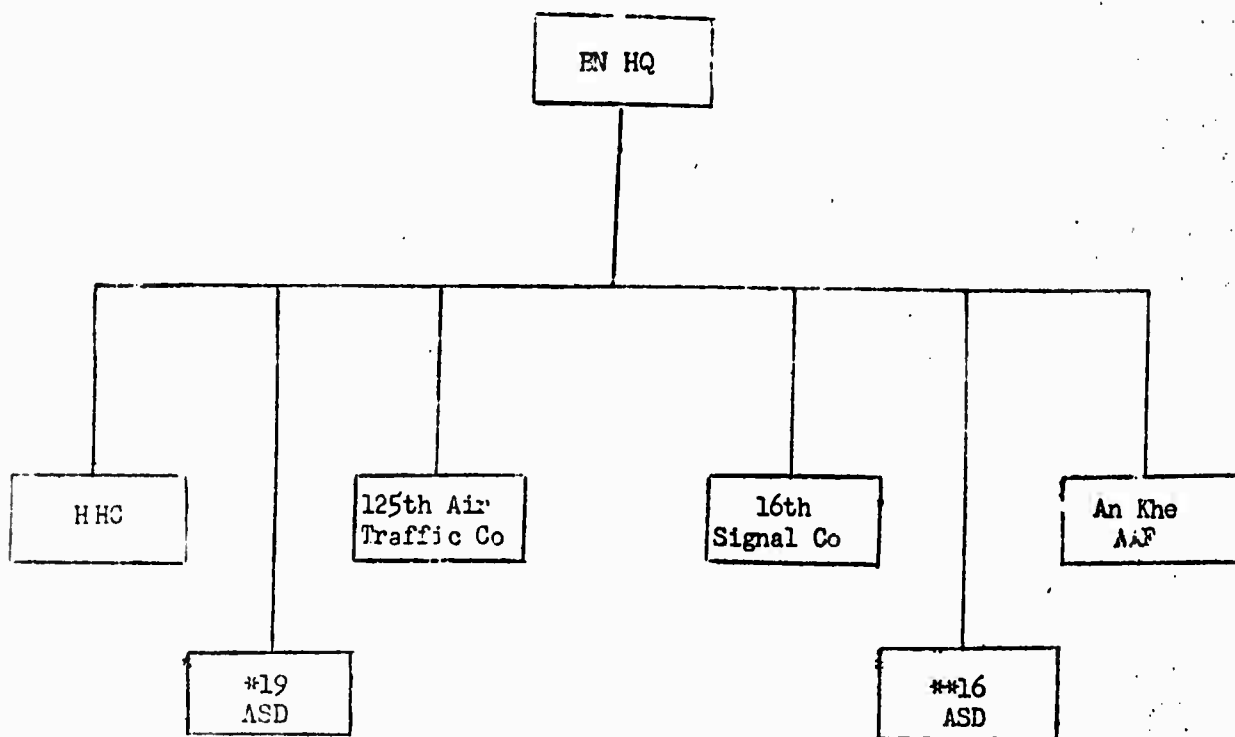
Cy furn:  
CG USARV

DEPARTMENT OF THE ARMY  
HEADQUARTERS 58th AVIATION BATTALION (FFM)  
APO San Francisco 96384

AVBA-FF-C

14 August 1968

SUBJECT: Organization of 58th Aviation Battalion (FFM)



\* "A" Teams  
\*\* "B" Teams

Enclosure 2

DEPARTMENT OF THE ARMY  
HEADQUARTERS, 58TH AVIATION BATTALION (FFM)  
APO San Francisco 96384

AVBA-FF-C

14 August 1968

SUBJECT: AN/FSQ-75/AW-3 Installations

AN/FSQ-75's

1. Long Binh (H) - Awaiting Tower Construction, No EDC
2. Dong Ba Thin - Tower Operational
3. Pleiku (Holloway) - Tower Under Construction, No EDC
4. Dragon Mt. (Hensel) - Tower Operational
5. Phu Hiep - Tower Operational
6. Soc Trang - Tower Operational
7. Vung Tau - Commissioned
8. Qui Nhon - Commissioned
9. Can Tho - Commissioned
10. Long Thanh - Commissioned
11. Cu Chi - Operational
12. Vinh Long - Awaiting Flight Check
13. An Khe Main - Operational

AW-3's

1. Phu Loi - Tower Operational
2. Bien Hoa (H) - Tower Construction Complete
3. An Kho (GC) - Tower Construction Awaiting AW-3 Installation
4. Dong Tam - Construction not Started
5. Tay Ninh (W) - Tower Construction not Completed
6. An Son (Phu Tai) - AW-3 Being Installed
7. Bearcat (H) - Tower Construction Complete, AW-3 to be installed approximately 20 August 1968.

Enclosure 2

UNCLASSIFIED

Security Classification

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(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)		
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N/A		OACSFOR, DA, Washington, D.C. 20310
13. ABSTRACT		



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The following items are recommended for inclusion in the Lessons Learned Index:

ITEM 1

\* SUBJECT TITLE \_\_\_\_\_  
\*\* FOR OT RD # \_\_\_\_\_  
\*\*\*PAGE # \_\_\_\_\_

ITEM 2

SUBJECT TITLE \_\_\_\_\_  
FOR OT RD # \_\_\_\_\_  
PAGE # \_\_\_\_\_

ITEM 3

SUBJECT TITLE \_\_\_\_\_  
FOR OT RD # \_\_\_\_\_  
PAGE # \_\_\_\_\_

ITEM 4

SUBJECT TITLE \_\_\_\_\_  
FOR OT RD # \_\_\_\_\_  
PAGE # \_\_\_\_\_

ITEM 5

SUBJECT TITLE \_\_\_\_\_  
FOR OT RD # \_\_\_\_\_  
PAGE # \_\_\_\_\_

\* Subject Title: A short (one sentence or phrase) description of the item of interest.

\*\* FOR OT RD # : Appears in the Reply Reference line of the Letter of Transmittal. This number must be accurately stated.

\*\*\*Page # : That page on which the item of interest is located.